

APPENDIX 1



North Hertfordshire District Council

Knebworth Parking Management Options

Report on Local Consultation Exercise

August 2011

Report on Local Consultation Exercise

1. Background

- 1.1 Following extensive survey work, North Hertfordshire District Council has drawn up a number of options for parking management schemes in the village of Knebworth. A consultation form detailing the range of options was delivered to all homes in the areas affected in early July with residents invited to give their views by Friday 29 July.
- 1.2 The areas were split into discrete groups as follows:
 - Lytton Fields, Deanscroft, Stonecroft, Muirhead Way and Gibbons Way;
 - Park Lane and Deards Wood;
 - Pondcroft Road and Milestone Road;
 - Watton Road;
 - Gun Lane, Hornbeam Spring, Sayer Way and Deeping Close;
 - Kerr Close;
 - London Road (south of Swangleys Lane/Milestone Road), and
 - Village Shops (London Road, St martins Road, Station Road)

2. Consultation returns

- 2.1 Within the proposed parking management areas a total of approximately 640 residential homes and businesses were included in the consultation. A total of 229 forms were returned. This gives an overall response rate of 35.7%.
- 2.2 Appendix 1 is a summary of the forms received from each road, the option they support and a summary of the main issues raised. This does not show all the concerns mentioned but gives an indication of the main ones. A full spreadsheet detailing all the responses is available.
- 2.3 Appendix 2 details survey work carried out in the summer of 2010.

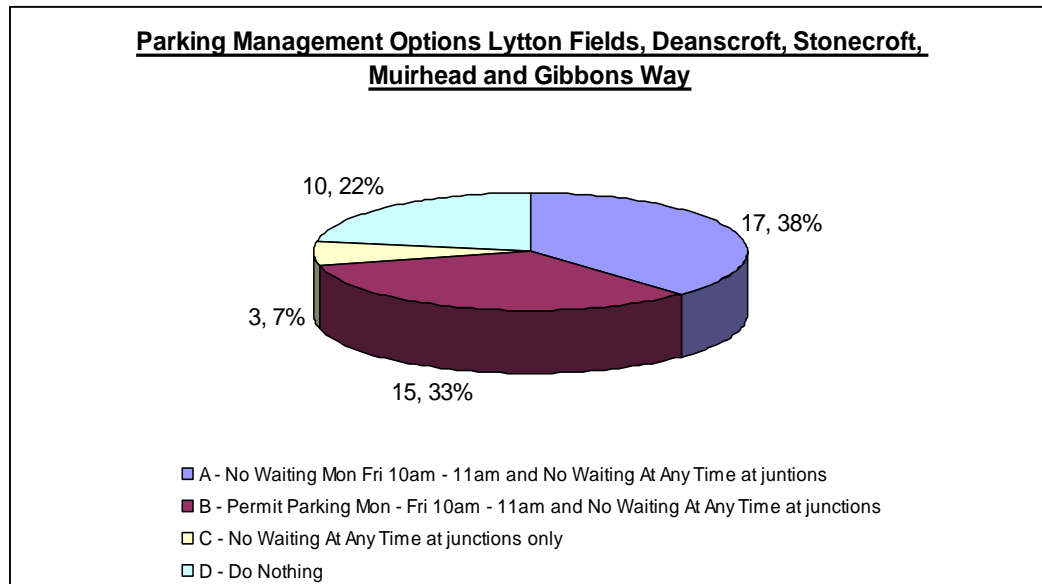
3. Lytton Fields, Deanscroft, Stonecroft, Muirhead Way and Gibbons Way.

- 3.1 Replies Received – 43 (44% of households)
Numbers supporting some intervention (A, B or C) - 36 (83% of respondents)
Number of properties and available off street parking (approximate)
 - Lytton Fields, TBC but assumed none
 - Deanscroft, 56 properties
 - Stonecroft and Muirhead, 12 properties, 8 without off street parking
- 3.2 A fairly good response rate was received with 100% of households in Lytton Fields in particular responding. There was a general acceptance that the situation needs resolving with very few supporting the Do Nothing option. Notably Deanscroft residents had the highest response of option D – Do Nothing. There was some concern about the price of permits, parking on grass verges and ability of service vehicles to manoeuvre through the streets safely.

3.3

	A - No Waiting Mon Fri 10am - 11am and No Waiting At Any Time at junctions	B - Permit Parking Mon - Fri 10am - 11am and No Waiting At Any Time at junctions	C - No Waiting At Any Time at junctions only	D - Do Nothing
Lytton Fields	10	5	0	1
Deanscroft	3	4	1	5
Stonecroft	2	3	1	0
Muirhead/ Gibbons	2	3	1	4
Total	17	15	3	10

3.4



3.5 **Recommendation**

No clear preference for this area could be ascertained and further consultation may be required. There are a number of factors to consider such as amount of off street parking available to residents, displacement parking from other areas where parking controls may be put in place and the cost implications of permit parking for residents in Stonecroft and Gibbons Way in particular where a number of elderly residents live. Further consultation will also be required with Bulwer Care Home as they currently have insufficient parking for staff and visitors and use current on street provision. It is not the aim to cause the care home any difficulty but to remove commuter parking, so a way forward that can accommodate their needs will be sought.

3.6 In addition consideration needs to be given to the issue of verge parking and service vehicles mounting pavements and verges. This may be resolved by removing junction and commuter parking however it should be kept under watch.

4. Park Lane and Deards Wood

4.1 Replies Received – 24 (45 % of households)

Numbers supporting some intervention (A or B) 100% of respondents

Number of properties and available off street parking (approximate)

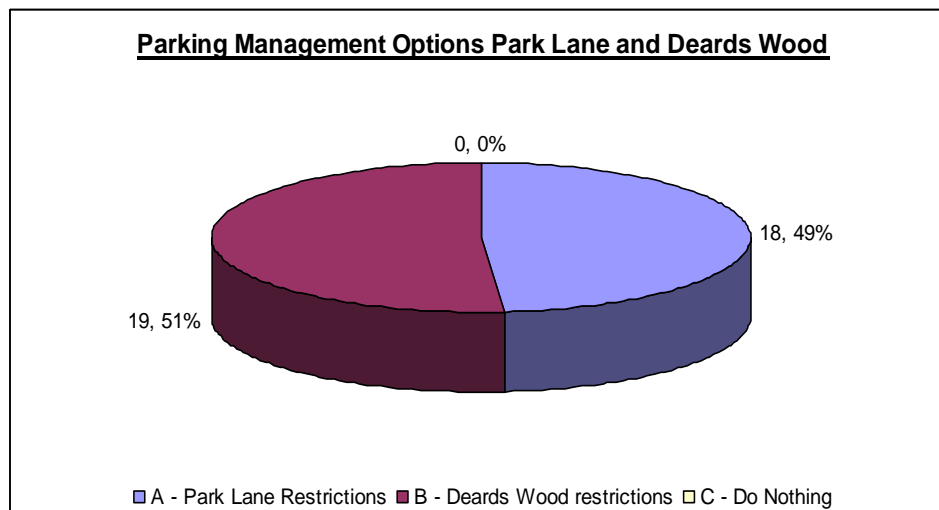
- Park Lane, 14 properties, all with off street parking
- Deards Wood, 28 properties, all with off street parking

4.2 A very positive response from the residents of Park Lane and Deards Wood with a lot of additional comments detailing the problems occurring from commuter parking on a daily basis. The options were presented as A – Parking Management for Park Lane, B – Deards Wood and C – do nothing. All respondents were in favour of parking management for Park Lane and Deards Wood, ticking both A and B with no one supporting Option C. A number of comments about cars mounting pavements to pass traffic and lots of safety concerns.

4.3

	A - Park Lane Restrictions	B - Deards Wood restrictions	C - Do Nothing
Park Lane	12	7	0
Deards Wood	6	12	0
Total	18	19	0

4.4



4.5 Recommendation

The preference for Park Lane and Deards Wood would be to proceed with Options A and B:

Park Lane

- Extend double yellow lines around the bend of Station Approach to protect the junction
- Install double yellow lines at the top end of Park Lane to break up the parking into two small lengths: and
- Single yellow line (no waiting) along south side of Park Lane where currently no restriction exists (8am – 6pm Monday to Friday)
- Remaining parts of Park lane remain unrestricted to allow some parking.

Deards Wood

- Single yellow line (no waiting) 10am – 11am Monday to Friday to prevent commuter parking.

- 4.6 Some pre TRO consultation with residents may be required with regard to the exact positioning of the restrictions in terms of safe passing points and accessing driveways.

5. Pondcroft Road and Milestone Road

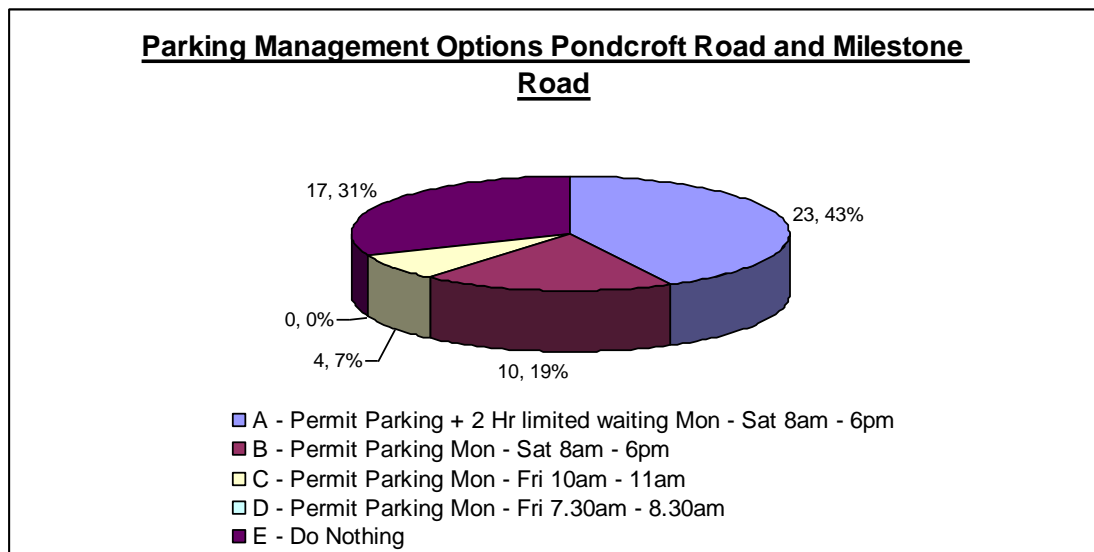
- 5.1 Replies Received – 57 (35% of households)
 Numbers supporting some intervention (A,B,C or D) 37 – 65% of respondents
 Number of properties and available off street parking (approximate)
- Pondcroft Road, 97 properties, 39 without off street parking
 - Milestone, 24 properties, 12 without off street parking

- 5.2 Pondcroft Rd and Milestone Rd presented very polarised views of both the parking problems in the area and potential solutions. A number of households specifically commented they would be more than happy to pay the permit price to secure a space near to their home while others insisted there was no problem and expressed sympathy for commuters. Milestone Road residents made particular reference to Jacksons Garage. Overall support for some type of parking intervention outweighed the support for do nothing from those who responded.

5.3

	A – Permit Parking + 2 Hr limited waiting Mon – Sat 8am – 6pm	B – Permit Parking Mon – Sat 8am – 6pm	C – Permit Parking Mon – Fri 10am – 11am	D – Permit Parking Mon – Fri 7.30am – 8.30am	E – Do Nothing
Pondcroft Road	15	6	3	0	14
Milestone Road	8	4	1	0	3
Total	23	10	4	0	17

5.4



5.5 Recommendation

Pondcroft Road and Milestone Road, whilst presenting a clear preference for some parking intervention had a range of comments that need to be taken into consideration with regard to both proposed restriction and the relationship between the two locations and the village centre. Our recommendation is therefore Option A; Permit Parking with a 2 hour limited waiting Mon – Fri 8am – 6pm. This is an amendment to the proposed Monday to Saturday scheme taking into account comments regarding weekend visitors and overnight guests. It also focuses solely on removing commuter parking which is not an issue at the weekend.

6. Watton Road

6.1 Replies Received – 24 (48% of households)

Numbers supporting some intervention (A,B or C) 18 – 75 % of respondents
 Number of properties and available off street parking (approximate)

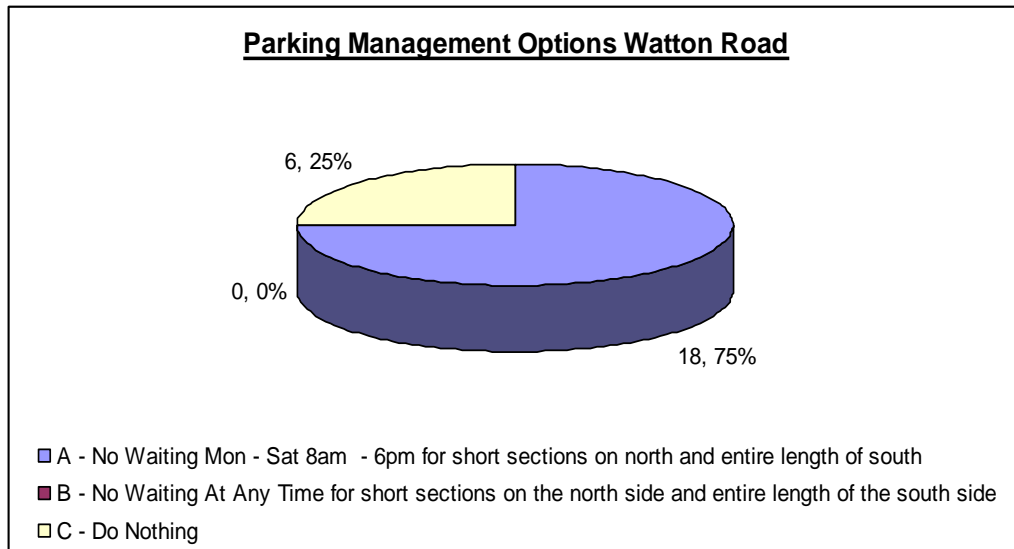
- Watton Road, 28 properties, 1 without off street parking

6.2 Strong support was expressed for Option A but it was accompanied by a number of comments regarding enforcement of parking restrictions and current concerns about the speed controls measure currently in place. Again polarised views were presented as to whether there was actually a problem at present with a large number of household having a private driveway. Overall a majority of respondents were keen on parking management intervention.

6.3

	A – No Waiting Mon – Sat 8am - 6pm for short sections on north and entire length of south	B – No Waiting At Any Time for short sections on the north side and entire length of the south side	C – Do Nothing
Watton Road	18	0	6

6.4



6.5 Recommendation

Watton Road residents have expressed a clear preference for Option A; No Waiting (single yellow line) Mon – Sat 8am – 6pm for short section to break parking into short lengths on north side and entire length of south side. This should better help manage the on street parking without inconveniencing residents/visitors during the evening/Sundays and improve parking by the traffic calming features.

7. Gun Lane, Hornbeam Spring, Sayer Way and Deeping Close

7.1 Replies Received – 45 (36% of households)

Numbers supporting some intervention (A or B) 23 – 51 % of respondents
Number of properties and available off street parking (approximate)

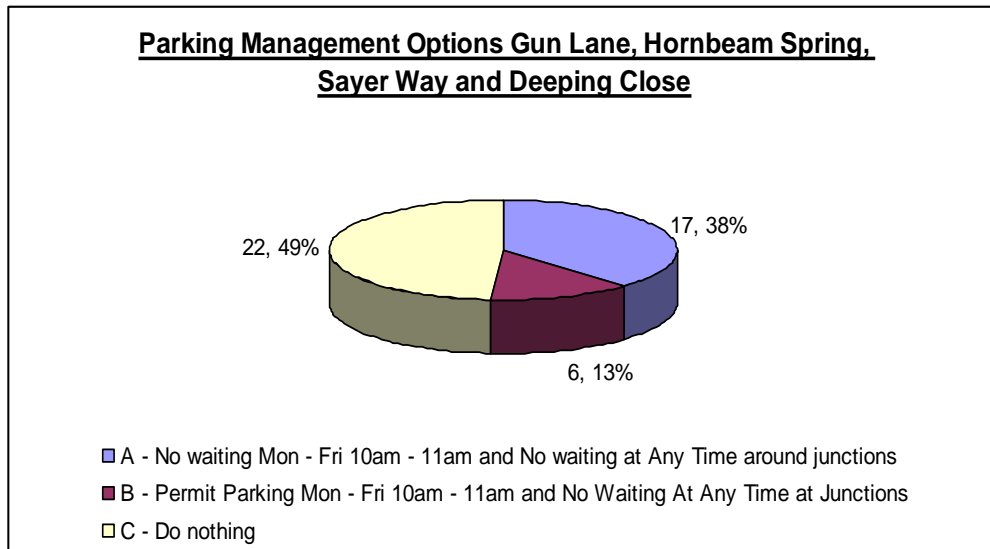
- Gun Lane, 56 properties, 8 without off street parking
- Hornbeam Spring, 41 properties, TBC
- Sayer Way and Deeping Close, 36 properties, all with off street parking.

7.2 This consultation group included an area where we are aware of current problems but also locations on the periphery where problems do not currently exist but are likely to should further parking controls go in elsewhere. In some cases it was clear the respondents did not appreciate why they were being consulted so it may be important to look at responses for each street in more depth before finalising any scheme. A number of concerns were expressed about speeding on Gun Lane and how parking currently acts as a control on this so some speed management measures may need to be considered should additional parking controls reduce the number of vehicles. Residents of Sayer Way were keen on no intervention on Gun Lane as pushing the problem down towards them could have cost implications in terms of permit parking schemes when currently they don't have an issue.

7.3

	A – No waiting Mon – Fri 10am – 11am and No waiting at Any Time around junctions	B – Permit Parking Mon – Fri 10am – 11am and No Waiting At Any Time at Junctions	C – Do nothing
Gun Lane	9	1	13
Hornbeam Spring	6	2	1
Sayer Way/ Deeping Close	2	3	8
Total	17	6	22

7.4



7.5 Recommendation

The Gun Lane area consultation has resulted in an almost straight split between implementing further parking interventions and doing nothing. One concern is that should parking restrictions be put in place elsewhere in the village but not in Gun Lane then it will experience a high level displacement parking on all the roads consulted. At this point residents may not fully appreciate the impact of this. Our recommendation is therefore for Option A; No Waiting Mon – Fri 10am to 11am and no waiting at any time round junctions but as part of a wider area consultation in order to demonstrate the displacement implications.

8. Kerr Close

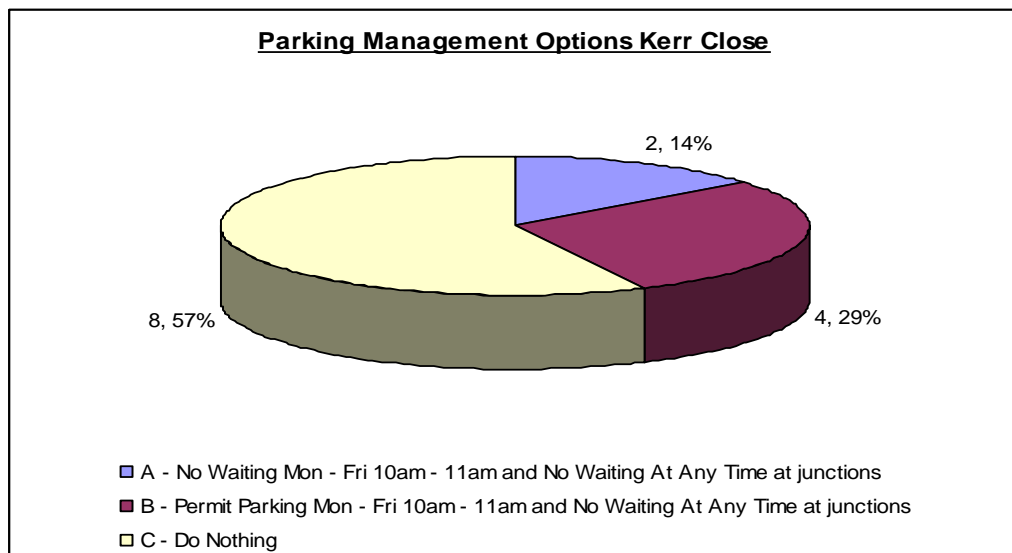
- 8.1 Replies received – 14 (18% of households)
 Numbers supporting some intervention 6 (43% of respondents)

8.2 Although leaflets were delivered to 80 households in Kerr Close a number of these were blocks of flats where access could only be gained through the first front door and not to individual addresses or post boxes. In these cases the appropriate number of leaflets were left as you go in the door however it cannot be guaranteed each household received a consultation form. In general residents felt there was not a parking problem and were opposed to paying for permits however it should be noted Kerr Close is likely to receive a lot of displaced parking should controls be put in elsewhere.

8.3

	A – No Waiting Mon – Fri 10am – 11am and No Waiting At Any Time at junctions	B – Permit Parking Mon – Fri 10am – 11am and No Waiting At Any Time at junctions	C – Do Nothing
Kerr Close	2	4	8

8.4



8.5 Recommendation

It is difficult to ascertain a clear preference for Kerr Close as the response rate was so low. It is however in a similar position to Gun Lane in that should we not take forward any parking intervention it is likely to experience a high level of displacement parking. Our recommendation is therefore to include Options A and B in a wider area consultation in order to allow residents to consider the displacement implications of other proposals.

9. London Road (south of Swangleys Lane/Milestone Road)

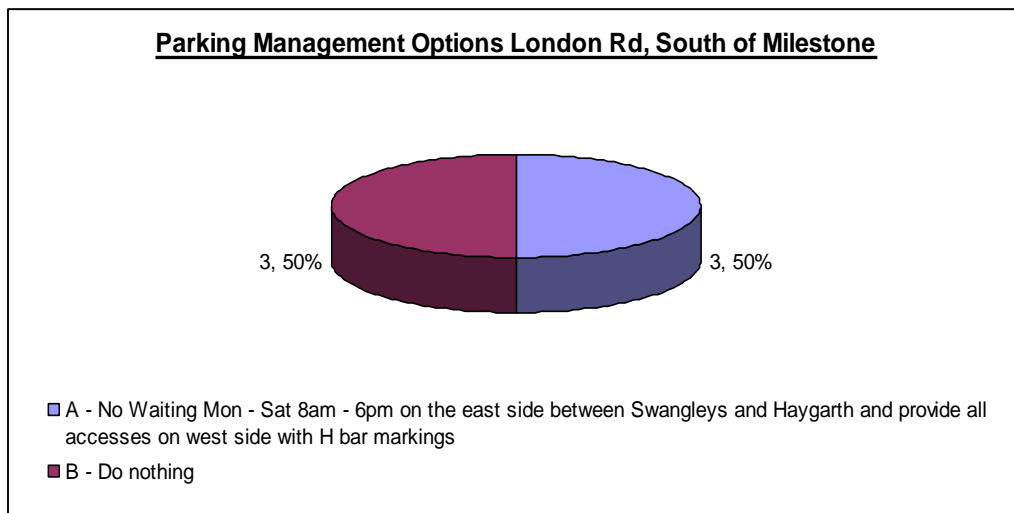
9.1 Replies received – 6 (60% of households)
 Numbers supporting some intervention 3 (50% of respondents)

9.2 A good response from the limited number of households surveyed here, all of which had private driveways and off street parking. The problems they currently encounter appear to be with their driveways being blocked, particularly by school traffic. Very concerned that restricting parking on one side of the road will make this situation worse.

9.3

	A – No Waiting Mon – Sat 8am – 6pm on the east side between Swangleys and Haygarth and provide all accesses on west side with H bar markings	B – Do nothing
London Road	3	3

9.4



9.5 Recommendation

Given the split between respondents it was necessary to look at the comments for London Road before deciding on a recommendation. Reference was made to the use of the area for the school run and how restricting parking on the east side would worsen the situation for residents as well as compromise the safety of those parking by encouraging them to cross the road to access the school. Despite the issue of displacement means potentially extending parking on both sides further out of the village centre. It is recommended that revised proposals are included in a wider area consultation that allow parking on east side for school times but not at other hours.

10. Village Shops and Businesses, London Road, St Martins Road, Station Road and Kerr Close

- 10.1 Replies received – 16 (40% of households)
Numbers supporting some intervention 9 (64% of respondents)

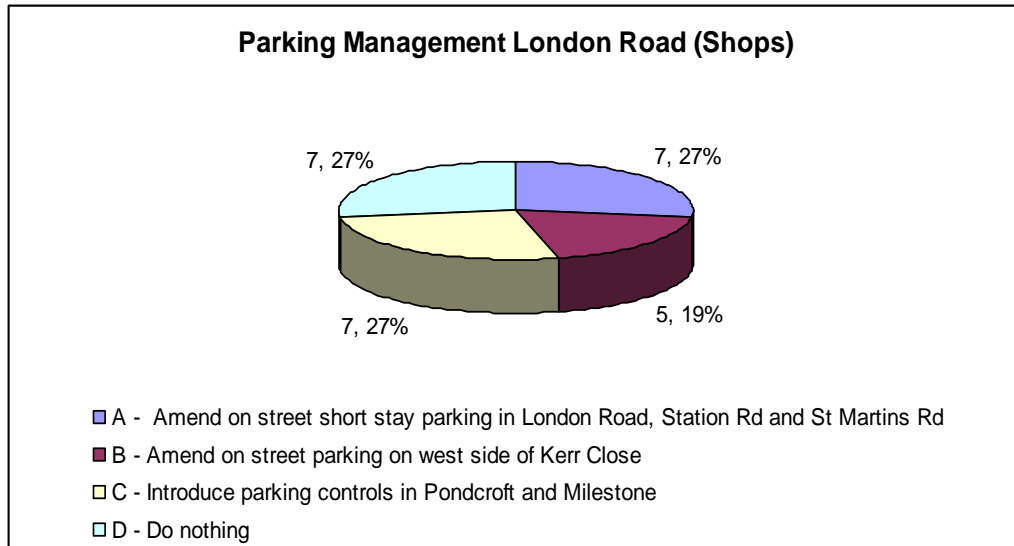
10.2 A range of comments were provided with the responses from the shops but overall there was greater support to introduce new parking management than do nothing with those in support doing so for the three options A, B and C. One of the things to consider is where employees of these shops and businesses will park should additional controls be put in elsewhere in the village.

10.3 Previous consultation with the businesses was carried out to ascertain the number and current parking arrangements of employees. Of the 50 businesses consulted only 5 responded. Displacement of employees needs to be considered should parking controls be implemented. Of major concern is the 14 employees of Lowe and Son who currently use the St Martins Road car park.

10.4

	A - Amend on street short stay parking in London Road, Station Rd and St Martins Rd	B – Amend on street parking on west side of Kerr Close	C – Introduce parking controls in Pondcroft and Milestone	D – Do nothing
Village shops and Businesses	7	5	7	7

10.5



10.6 Recommendation

Analysis of the shops and businesses responses is slightly more complex as a number ticked options A – C whilst some only A or C etc with C making reference to parking controls in Pondcroft and Milestone Road. The over riding majority however support some type of intervention however further work would need to be carried out to ensure employees are able to access parking and businesses are not unduly affected. Our recommendation is therefore to proceed with Option A and B; Amend on street short stay parking in London Road , Station Road and St Martins Road and use the information from those voting Option C towards the decision process for Pondcroft and Milestone.

11. Conclusions and Recommendations

11.1 The overall response level for this consultation is reasonable at 36%. Parking issues have however generated a lot of interest in the village and a slightly higher response rate might have been expected. A majority of those who did respond across all the options and areas supported that some type of parking intervention be carried out as opposed to Do Nothing. The responses and recommendations from this consultation will be discussed at the Knebworth Parking Interest Group (KPIG) and taken forward to the Southern Area Rural Committee before firm options are taken forward.

11.2 A summary of potential preferred options is as follows:

Parking Management Area	Recommended Option
Lytton Fields, Deanscroft, Stonecroft, Muirhead Way and Gibbons Way	Option A; <ul style="list-style-type: none"> Further discussion and consultation required as part of a wider area approach
Park Lane and Deards Wood	Options A and B: <p>Park Lane</p> <ul style="list-style-type: none"> Extend double yellow lines around the bend of Station Approach to protect the junction Install double yellow lines at the top end of Park Lane to break up the parking into two small lengths: and Single yellow line (no waiting) along south side of Park Lane where currently no restriction exists (8am – 6pm Monday to Friday) Remaining parts of Park lane remain unrestricted to allow some parking. <p>Deards Wood</p> <ul style="list-style-type: none"> Single yellow line (no waiting) 10am – 11am Monday to Friday to prevent commuter parking.
Pondcroft Road & Milestone Road	Option A <ul style="list-style-type: none"> Permit Parking with a 2 hour limited waiting Mon – Fri 8am – 6pm.
Watton Road	Option A <ul style="list-style-type: none"> No Waiting (single yellow line) Mon – Sat 8am – 6pm for short section to break parking into short lengths on north side

	and entire length of south side
Gun Lane, Hornbeam Spring, Sayer Way & Deeping Close	Option A <ul style="list-style-type: none"> • Further discussion and consultation required as part of a wider area approach
Kerr Close	Option A <ul style="list-style-type: none"> • Further discussion and consultation required as part of a wider area approach
London Road	Option B <ul style="list-style-type: none"> • Further discussion and consultation required as part of a wider area approach
Village Shops and Businesses	Option A and B <ul style="list-style-type: none"> • Amend on street short stay parking in London Road , Station Road and St Martins Road, amend on street parking west side of Kerr Close and use the information from those voting Option C towards the decision process for Pondcroft and Milestone.

Appendix 1

Analysis of Questionnaire Forms Returned

Parking management area	Number of households	Total no. of replies received	No. of replies supporting some intervention	No. of replies not supporting an intervention	Main issues raised and no. of respondents who mentioned it		
					Against paying for permit	Parking on verges/mounting pavements	Speeding
Lytton Fields, Deansroft, Stonecroft, Muirhead & Gibbon	98	43	36	13	3	3	
Park Lane and Deards Wood	53	24	24	0			1
Pondcroft and Milestone	165	57	37	20	10		
Watton Road	50	24	18	6			1
Gun Lane, Hornbeam Spring, Sayer Way & Deeping	126	45	30	15	3		2
Kerr Close	80	14	6	8			
London Rd	10	6	3	3	2		
Village Shops	40	16	9	7			
Total	Approx 640	229	163	72			

Survey Results Summer 2010

Milestone Road

	North Side (from junction with London Road to junction with Pondcroft Road)	South Side (from junction with London Road to junction with Pondcroft Road)
Total number of houses	9	15
Number of houses with off street parking (driveways)	4	8
with 1 parking space	1	1
with 2 parking spaces	3	3
with 3 parking spaces	-	3
with 4 parking spaces	-	1
with 5 or more parking spaces	-	-
with 1 garage (in addition to parking spaces)	4	7
with 2 garages (in addition to parking spaces)	-	-
gated/no view of property's parking	-	-
Number of houses without off street parking	5	7
Businesses with private access points (driveways)	1	1
with parking spaces	YES	YES -minimal

Pondcroft Road

	East Side (from junction with Station Road to junction with Milestone Road)	East Side (from junction with Milestone Road to junction with Gun Lane)	West Side (from junction with Station Road to south edge of property no.32)	West Side (from south edge of property no.32 to junction with Gun Lane)
Total number of properties	7	35	15	40
Number of properties with off street parking (driveways)	2	24	4	28
with 1 parking space	2	14	1	8
with 2 parking spaces	-	6	3	16
with 3 parking spaces	-	4	-	3
with 4 parking spaces	-	-	-	1
with 5 or more parking spaces	-	-	-	-
with 1 garage (in addition to parking spaces)	-	14	2	18
with 2 garages (in addition to parking spaces)	-	-	-	-
gated/no view of property's parking	-	-	-	-
Number of properties without off street parking	5	11	11	12
Businesses with private access points (driveways)	-	-	1	-
with parking spaces	-	-	?	-

London Road

	East Side (from junction with Swangley's Lane to first drive)	East Side (from first drive to second drive)	West Side (from junction with Milestone Road to south edge of property no.102)	West Side (from south edge of property no.102 to north edge of St Thomas More Church)
Total number of properties	0	0	8	11
Number of properties with off street parking (driveways)	-	-	8	11
with 1 parking space	-	-	-	-
with 2 parking spaces	-	-	-	-
with 3 parking spaces	-	-	6	-
with 4 parking spaces	-	-	1	3
with 5 or more parking spaces	-	-	-	8
with 1 garage (in addition to parking spaces)	-	-	1	2
with 2 garages (in addition to parking spaces)	-	-	1	-
gated/no view of property's parking	-	-	1	-
Number of properties without off street parking	0	0	0	0
Businesses with private access points (driveways)	-	-	-	-
with parking spaces	-	-	-	-

Watton Road

	North Side (from east edge of property no.9 to west edge of property no.41)	South Side (from east edge of property no.10 to west edge of property no.32)
Total number of houses	16	12
Number of houses with off street parking (driveways)	15	12
with 1 parking space	-	-
with 2 parking spaces	8	2
with 3 parking spaces	2	4
with 4 parking spaces	1	4
with 5 or more parking spaces	2	1
with 1 garage (in addition to parking spaces)	9	5
with 2 garages (in addition to parking spaces)	-	4
gated/no view of property's parking	2	1
Number of houses without off street parking	1	0
Businesses with private access points (driveways)	-	-
with parking spaces	-	-

Station Approach

	North Side (from junction with Deards Wood to junction with Station Road)	South Side (from junction with Lytton Fields to junction with Gun Lane)
Total number of houses	3	2
Number of houses with off street parking (driveways)	3	2
with 1 parking space	-	?
with 2 parking spaces	-	?
with 3 parking spaces	-	?
with 4 parking spaces	1	?
with 5 or more parking spaces	-	?
with 1 garage (in addition to parking spaces)	1	?
with 2 garages (in addition to parking spaces)	-	?
gated/no view of property's parking	2	?
Number of houses without off street parking	0	
Businesses with private access points (driveways)	-	-
with parking spaces	-	-

Park Lane

	North Side (from junction with Deards End Lane to junction with Deards Wood)	South Side (from east edge of property named 'Deards End' to junction with Lytton Fields)
Total number of houses	6	8
Number of houses with off street parking (driveways)	6	8
with 1 parking space	-	-
with 2 parking spaces	1	-
with 3 parking spaces	-	3
with 4 parking spaces	1	-
with 5 or more parking spaces	2	5
with 1 garage (in addition to parking spaces)	1	8
with 2 garages (in addition to parking spaces)	1	-
gated/no view of property's parking	2	-
Number of houses without off street parking	0	0
Businesses with private access points (driveways)	-	-
with parking spaces	-	-

Deards Wood

	East Side (from junction with Deards Wood side street to end of road)	East Side (from junction with Station Approach to junction with Deards Wood side street – including side street)	West Side (from north edge of property no.1b to end of road)	West Side (from junction with Station Approach to north edge of property no.1b)
Total number of properties	5	11	9	3
Number of properties with off street parking (driveways)	5	11	9	3
with 1 parking space	-	1	-	-
with 2 parking spaces	-	2	-	-
with 3 parking spaces	-	-	-	-
with 4 parking spaces	1	5	4	1
with 5 or more parking spaces	4	-	5	2
with 1 garage (in addition to parking spaces)	-	7	2	-
with 2 garages (in addition to parking spaces)	-	2	4	3
gated/no view of property's parking	-	3	-	-
Number of properties without off street parking	0	0	0	0
Businesses with private access points (driveways)	-	-	-	-
with parking spaces	-	-	-	-

Lytton Fields

	East Side (from junction with Park Lane to junction with Deanscroft)	East Side (from north junction Deanscroft to junction south with Deanscroft)	East Side (from junction south junction with Deanscroft to junction with Hornbeam Spring)
Total number of properties	5	2	2
Number of properties with off street parking (driveways)	5	2	0
with 1 parking space	4	-	-
with 2 parking spaces	-	2	-
with 3 parking spaces	1	-	-
with 4 parking spaces	-	-	-
with 5 or more parking spaces	-	2	-
with 1 garage (in addition to parking spaces)	3	-	-
with 2 garages (in addition to parking spaces)	1	-	-
gated/no view of property's parking	-	-	-
Number of properties without off street parking	0	0	2
Businesses with private access points (driveways)	-	1	-
with parking spaces	-	YES -3 small separate car parks	-

	West Side (from junction with Park Lane to junction with Stonecroft)	West Side (from junction with Stonecroft to junction with Gibbons Way)	West Side (from junction with Gibbons Way to junction with Hornbeam Spring)
Total number of properties	2	6	2
Number of properties with off street parking (driveways)	2	5	1
with 1 parking space	-	-	1
with 2 parking spaces	-	1	-
with 3 parking spaces	2	2	-
with 4 parking spaces	-	1	-
with 5 or more parking spaces	-	1	-
with 1 garage (in addition to parking spaces)	1	4	-
with 2 garages (in addition to parking spaces)	1	-	-
gated/no view of property's parking	-	-	-
Number of properties without off street parking	0	1	1
Businesses with private access points (driveways)	1	-	-
with parking spaces	YES -small	-	-

Stonecroft & Muirhead Way

	East Side (from junction with Lytton Fields to south edge of property no.10)	East Side (from south edge of property to junction with Gibbons Way)	West Side (from junction with Lytton Fields to junction with Muirhead Way)	West Side (from junction with Muirhead Way to junction with Gibbons Way - including Moorhead Way)
Total number of properties	2	4	2	4
Number of properties with off street parking (driveways)	2	2	0	0
with 1 parking space	1	1	-	-
with 2 parking spaces	1	3	-	-
with 3 parking spaces	-	-	-	-
with 4 parking spaces	-	-	-	-
with 5 or more parking spaces	-	-	-	-
with 1 garage (in addition to parking spaces)	2	4	-	-
with 2 garages (in addition to parking spaces)	-	-	-	-
gated/no view of property's parking	-	-	-	-
Number of properties without off street parking	0	0	2	4
Businesses with private access points (driveways)	-	-	1	-
with parking spaces	-	-	YES-same as that coming off of Lytton Fields West Side	-

Deanscroft

	East Side (from north junction with Lytton Fields to junction with access road to Archway House)	East Side (from junction with access road to Archway House to south junction with Lytton Fields)	West Side (from north junction with Lytton Fields to south edge of property no.45)	West Side (from property no.45 to south junction with Lytton Fields)
Total number of properties	24?	26?	6	0
Number of properties with off street parking (driveways)	24	26?	6	0
with 1 parking space	?	?	2	-
with 2 parking spaces	?	?	2	-
with 3 parking spaces	?	?	1	-
with 4 parking spaces	?	?	-	-
with 5 or more parking spaces	?	?	1	-
with 1 garage (in addition to parking spaces)	?	?	6	
with 2 garages (in addition to parking spaces)	?	?	-	-
gated/no view of property's parking	?	?	-	-
Number of properties without off street parking	?	?	0	0
Businesses with private access points (driveways)	-	-	-	1
with parking spaces	-	-	-	YES – same as that on Lytton Fields East Side

Hornbeam Spring

	North Side (from west edge of property no.46 to junction with Lytton Fields)	North Side (from junction with Lytton Fields to junction with Gun Lane)	East Side (from west edge of property no.37 to east side of property no.1)	East Side (from east side of property no.1 to junction with Gun Lane)
Total number of properties	16	6	19	0
Number of properties with off street parking (driveways)	13	6	15	0
with 1 parking space	6	4	3	-
with 2 parking spaces	1	1	9	-
with 3 parking spaces	5	1	3	-
with 4 parking spaces	1	-	-	-
with 5 or more parking spaces	-	-	-	-
with 1 garage (in addition to parking spaces)	6	-	7	-
with 2 garages (in addition to parking spaces)	-	-	-	-
gated/no view of property's parking	-	-	-	-
Number of properties without off street parking	3	0	4	0
Businesses with private access points (driveways)	-	-	-	-
with parking spaces	-	-	-	-

Gun Lane

	East Side (from junction with Station Road to north edge of property no.1)	East Side (from north edge of property no.1 to south edge of property no.17)	East Side (from south edge of property no.17 to south edge of property no. 51)
Total number of properties	0	9	17
Number of properties with off street parking (driveways)	-	9	14
with 1 parking space	-	3	5
with 2 parking spaces	-	3	6
with 3 parking spaces	-	3	3
with 4 parking spaces	-	-	-
with 5 or more parking spaces	-	-	-
with 1 garage (in addition to parking spaces)	-	5	3
with 2 garages (in addition to parking spaces)	-	-	-
gated/no view of property's parking	-	-	-
Number of properties without off street parking	0	0	3
Businesses with private access points (driveways)	-	-	-
with parking spaces	-	-	-

	West Side (from junction with station approach to junction with Hornbeam Spring)	West Side (from junction with Hornbeam Spring to junction with Sayer Way)	West Side (from junction with Sayer Way to south edge of property no.64)
Total number of properties	13	14	3
Number of properties with off street parking (driveways)	8	14	3
with 1 parking space	1	1	-
with 2 parking spaces	4	4	-
with 3 parking spaces	-	5	3
with 4 parking spaces	2	2	-
with 5 or more parking spaces	1	2	-
with 1 garage (in addition to parking spaces)	6	7	3
with 2 garages (in addition to parking spaces)	-	-	-
gated/no view of property's parking	-	-	-
Number of properties without off street parking	4	0	0
Businesses with private access points (driveways)	1	-	1
with parking spaces	YES	-	YES

Sayer Way & Deeping Close

	North Side (from junction with Gun Lane to west edge of property no.8)	North Side (from west edge of property no.8 to south edge of property no.24)	South Side (from junction with Gun Lane to junction with Deeping Close – inc. Deeping Close)	South Side (from junction with Deeping Close to south edge of property no.24)
Total number of properties	4	7	12	13
Number of properties with off street parking (driveways)	4	7	12	13
with 1 parking space	-	-	-	2
with 2 parking spaces	4	6	7	10
with 3 parking spaces	-	1	5	-
with 4 parking spaces	-	-	-	-
with 5 or more parking spaces	-	-	-	-
with 1 garage (in addition to parking spaces)	4	7	12	11
with 2 garages (in addition to parking spaces)	-	-	-	1
gated/no view of property's parking	-	-	-	-
Number of properties without off street parking	0	0	0	0
Businesses with private access points (driveways)	-	-	-	-
with parking spaces	-	-	-	-